





## INTIMATIONS

**A. S. WATSON & CO., LTD.,**  
ESTABLISHED 72 YEARS.

WINE & SPIRIT MERCHANTS.

**WATSON'S**  
**VERY OLD LIQUEUR**  
**SCOTCH WHISKY.**

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

**WATSON'S**  
**BRANDY.**

Finest very old BROWN BRANDY Guaranteed 25 years age, in wood. The finest liqueur BRANDY on the market.

**A. S. WATSON & CO., LIMITED,**  
ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of LAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.  
Telegraphic Address: PRESS.  
Codes: A.B.C. 5th Ed. Lieber.  
P.O. Box, 84. Telephone No. 12.

## BIRTHS.

CAREY.—On September 9th, at Canton, to Mr. and Mrs. F. W. CAREY, a daughter. [1067]  
BINDER.—On September 10th, at Kowloon, the wife of G. W. BINDER, of a son. [1068]  
WILCOX.—On August 12th, at Sutton, wife of HAROLD CHATTERTON WILCOX, a daughter.

HONGKONG OFFICE: 104, DES VOEUX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 12TH, 1913.

The Japanese woman in the Meiji Era—the Era of Enlightenment—has been steadily "emancipating" herself from the thralldom of the Confucian doctrine of female inferiority. The subjection of women in Japan, the authorities tell us, is historically recent. In ancient days the sex was prominent in politics, literature, art and social life, some of the greatest names in native literature being those of women. The change came with the introduction of Confucianism, with its doctrine of the natural inferiority of woman to man, directing, among other things that the education of women shall be restricted to reading and writing; and insisting that her primal duty is obedience to her husband, whom she is denied the right of selecting. With the diffusion of Occidental ideas by means of personal observation and reading there has been a breaking away from these later traditions of the country. Throughout the Empire may now be found normal and high schools for girls and in Tokyo a school for the daughters of the

nobility. The Ueno Academy of Music, with a staff of foreign and Japanese teachers, is said to have probably more female (than male) students. These reflections are suggested by the fact that the Educational world of Japan is at present much perturbed over a report that the officials of the Educational Department are seeking to exclude women from the Imperial Universities. Three women students have recently been elected to the Imperial University in Tokyo—an event which doubtless was never dreamt of when the University was established, and the Education Department is said to be seeking to interpret the Imperial decree granting a charter to the University in a way that shall exclude women from its privileges. There are people, it seems, who are aghast at the idea that women shall be allowed the title *gakushi*, which is the designation allowed to graduates of the Imperial University, because "this will create a rather strange situation in view of the present position of women in Japan." Yet there are among the Press valiant defenders of the claims of women to the privileges of the Universities. The *Osaka Mainichi*, for example, declares itself to be astonished at the "imbecility and narrow-mindedness" of the officials in the Education Department who would close the Universities to women. "The ladies," it says, "went through exactly the same entrance examination as the men, and they have proved equals of the men. If the ladies are able to graduate from the University, that fact in itself is the most unmistakable vindication of their claim to be able to attain what has hitherto been the monopoly of the men. Then why grudge them the title?" We have seen no satisfactory answer to this question. There is a suggestion that the case of the three ladies who have recently passed the entrance examination should be treated as "exceptional," like the reputed case of the only lady who became a Freemason after she had surreptitiously become acquainted with the secrets of the Society. But is the New Woman of Japan likely to consent to any such settlement? At the present time they appear to be neither numerically strong enough nor sufficiently well organised to offer successful resistance themselves, but it is a notable sign of the times to find that influential newspapers in Japan are giving their support to this claim to equal treatment of the sexes in the matter of educational opportunities, and it will be interesting to learn the outcome of this little controversy.

The Parsee community to-day celebrates the beginning of a New Year.

Messrs. Thos. Cook & Son's list of sailings from China and Japan for the October-December quarter is now issued.

The Hongkong Gymkhana Club's fifth gymkhana this season is fixed for Saturday, October 11th. Entries close on October 1st.

The Royal Colonial Institute Year Book for 1913, just received, shows 33 Hongkong members, though several of these are now no longer in the Colony.

An illustrated Report of the China Inland Mission for 1913 has been issued bearing the title "China and the Gospel." The report occupies 111 pages of print and a full list of the stations and missionaries: statistical tables and accounts occupy a further 70 pages.

Among those who have accepted the invitation of the Directors of the Hongkong and Whampoa Dock Company to the launching of the Hongkong, Canton and Macao Steamboat Company's new steamer *Tai Shan* next Wednesday morning are H.E. the Officer Administering the Government, H.E. Major-General Kelly, Commodore and Mrs. Anstruther and a large number of the leading residents of the Colony.

We are informed that the Filipino lawyer and journalist, Mr. Vicente Sotto, has been appointed a member of the Filipino Committee which is going to Japan to meet the new Democratic Governor-General of the Philippines, Hon. Francis Burton Harrison. The Chairman of the Committee is General Aguinaldo, who will arrive in Hongkong in the course of a few days, and Mr. Sotto accompanies him to Japan.

According to yesterday's Observatory report, the typhoon travelled rapidly in a W.S.W. direction until early yesterday morning, having crossed South Formosa the previous afternoon. At mid-day yesterday it appeared to be moving slowly to the south-east of Hongkong. The Pescadore observations suggest that the disturbance divided, one portion curving to the north or N.N.E., but this had not been definitely ascertained up to the time the report was issued.

Two privates of the King's Own Yorkshire Light Infantry, named John Pritchard and Sidney Spence, were sentenced to six months' rigorous imprisonment at Singapore last week for breaking into the premises of Messrs. Whiteway, Laidlaw & Co.

Whilst the police were executing a warrant to search No. 1, Fuk San Lane, on suspicion of it being an opium den, a Chinese of about 42 years of age jumped from the verandah of the first floor to the ground in an attempt to evade the police. He received injuries which necessitated his removal to the hospital.

Following the dispatch of a State architect to Japan, the French Government has approved the plans for the construction of a building at Tokyo to house the French Embassy there. It will cost a sum of £4,255,595, not including the expense of furniture, paintings, tapestry, etc. The Chamber has been asked for a credit of £1,855,000 to commence the work this year.

## BANK DIVIDENDS.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

The Directors of this Bank have declared an interim dividend for the past half-year at the rate of 14 per cent. per annum free of income tax.

YOKOHAMA SPECIE BANK, LIMITED.  
At the half-yearly meeting of shareholders held at the head office of this bank at Yokohama on the 10th inst., it was resolved to pay a dividend of 12 per cent. per annum for the half-year ending the 30th June, 1913, to add to the reserve fund ¥350,000 and to carry forward the sum of ¥1,229,000 to the next account.

## THE MAGISTRACY.

ALLEGED EXTENSIVE EMBEZZLEMENT.  
Before Mr. F. A. Hazeland, at the Magistracy yesterday, Arnold Marinus Sonneveld, aged 45, a bank cashier, who was a passenger by the s.s. *Banri Maru*, appeared to show cause why he should not be extradited on a charge of embezzlement within the jurisdiction of Batavia, Netherlands-India. It is understood that the amount involved reaches 180,000 guilders. Chief Detective Inspector Collett applied for a week's remand, which was granted. The Dutch Consul-General, Mr. De Roux, was present in Court.

TRUCK OBSTRUCTION.  
Inspector Dymond, in detailing the facts of a case in which Chinese were charged with causing an obstruction in the West Point district by trucks, said that until something was done to limit the amount of the loads they would never get over the difficulty. In the majority of cases also the trucks were undermanned.

BAIL ESTIMATED.  
Before Mr. G. N. Orme, the case came on for hearing in which a Chinese who was out on bail of \$50 was charged with being in unlawful possession of 85 Kwangtung \$5 notes, and 32 \$2 notes. Mr. J. H. Gardiner appeared for the defence, and Mr. F. B. L. Bowley prosecuted. Defendant failed to appear, and the bail was accordingly estraated.

## H.M.S. "TRIUMPH."

RELIEFS FOR THE CHINA STATION.

The *Triumph*, battleship, was recommissioned last month at Devonport with a navigating party including the following—Relief crews for the *Rosario* and the *Merlin* from Chatham, for the *Torch* from Devonport, for the *Philomet* from Portsmouth, and incidental China reliefs. The *Triumph* left for Hongkong soon after recommissioning and will remain here in Reserve.

The *Philomet* has been ordered to meet the *Triumph* at Hongkong, and having recommissioned here, is to proceed to New Zealand waters to follow the orders of the senior naval officers, New Zealand division. The *Merlin*, *Torch*, and *Rosario* will embark their new crews at Hongkong and recommission for further service as at present. The relieved crews of all four vessels will return to England by freight if no Government opportunity occurs.

## ADMIRALTY APPOINTMENTS.

The following appointments are announced by the Admiralty:—Engineer Lieutenants—W. Dawson, to the *Tamar*, additional, as first assistant to First Engineer, Hongkong Yard; E. J. Connors, to the *Tamar*, additional, for Hongkong Yard, and for gun mountings of the Fleet; Fleet Surgeons—M. L. M. Vaudin, M.B., to the *Triumph*, for medical charge on voyage out, to date August 26th, and for Wethalwei sick quarters, undated; R. S. Bernard, to the *Triumph*, on relieving *Stunt*, to the *Triumph*, additional, for Hongkong Yard, on relieving the *Panama*; Surgeons—J. D. G. Ferguson, to the *Olio*, to date August 12th; W. E. Lloyd, to the *Triumph*, on relieving the *Tamar*; and A. Fairley, M.B., to the *Merlin*, on recommissioning, undated.

## TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

## THE GERMAN AIRSHIP DISASTER.

A TRIP UNDER WAR CONDITIONS.

BERLIN, September 11th.

Just prior to the disaster to the German Naval airship off Heligoland (reported yesterday), a wireless message was sent from the airship saying that they would have to descend to the water, and asking for help. The disaster is attributed to loss of gas through the height at which the vessel was travelling, and to the shrinkage of the remainder, owing to the cold. The height and the largeness of the crew were due to the fact that the airship was doing a thirty-hours' trip under war conditions, necessitating its being kept at a height of 1,500 feet, in order to be out of the reach of shells.

Men on the torpedo-boats saw the crew throw out all the water ballast. The suddenness of the operation upset the equilibrium of the vessel, which failed to answer to the horizontal rudders, and shot nose downwards from a height of 300 feet. The crew remained above the water for a few seconds only. Those in the cabins had no time to escape, and were dragged down like rats in a trap. Others managed to jump clear, and swam about till they were picked up.

The bodies of Captains Metzger and Hahne and two men have been washed ashore near Cuxhaven. Two more were picked up by a smack off Heligoland.

Messages of condolence have been sent from all over the world, including the Kaiser and Kaiserine and Prince Henry of Prussia.

Eye-witnesses say that the airship was manoeuvring with two waterplanes when a storm-cloud appeared with amazing suddenness. The aviators, realising the danger, tried fruitlessly to dodge the storm area. A torrential rain helped the hull of the Zeppelin seawards, and a squall hit it at the end and sent it whirling round and round into the sea. The waterplanes just managed to reach the land.

## OFFICIAL EXPLANATION.

The official account of the Heligoland disaster refutes criticisms published in Germany that the airship was overloaded, and says it was owing to an extraordinary change in the weather, and that the accident must be attributed to a higher Power. The disaster in no wise diminishes the fighting value of Zeppelins.

The English Press, while deeply sympathising with Germany's misfortune, expresses the opinion that the disaster emphasises the instability of the airship compared with aeroplanes.

## ANOTHER AIRSHIP MISHAP.

LEIPZIG, September 11th.

Zeppelin airship No. 5, on returning from manoeuvres after a difficult journey, could not be housed in its shed owing to a strong cross wind. One hundred and fifty persons were holding the vessel down when a sudden gust of wind carried the airship up, and it was only saved by the prompt restarting of the motors.

Four soldiers who did not let go the ropes soon enough were carried up. One jumped off, another was dragged into the car, and two fell a distance of 450 feet and were killed instantaneously.

The Zeppelin No. 5 has been successfully housed in its shed.

## AMERICA'S NEW TARIFFS.

WASHINGTON, September 11th.

The Democrats in the House of Representatives contend that the Senate's amendments to the Tariff laws will reduce the revenue to below the Government's needs. They intend to try and induce the Senate to reconsider some of the amendments. The Senate also made \$3,000 the minimum for incomes liable to income-tax, instead of \$4,000, but the rate for larger incomes was increased.

## ENGLISH CRICKET.

LONDON, September 11th.

Lord Londesborough's eleven beat Kent by 337 runs at Scarborough.

## TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

## SCIENCE AND PSYCHOLOGICAL RESEARCH.

SCIENTIST'S INTERESTING ADDRESS.

LONDON, September 11th.

Sir Oliver Lodge, in his presidential address at the meeting of the British Association in Birmingham, urged the continuity of life and matter, and appealed to scientists not to take a negative view of subjects outside their own special studies, but to endeavour to co-ordinate all sciences and establish some guiding and unifying principle for all to study the unknown as well as the known, and to abandon their scepticism. He concluded by declaring that he had not shrunk from giving a personal note summarising the results on his own mind. After thirty years' experience of psychological research he and his co-workers were convinced that occurrences now regarded as occult can be examined and reduced to order by methods of science, and facts so examined convinced him that memory and affection are not limited to that association with matter whereby alone they manifest themselves here and now, and that personality persists beyond bodily death.

## CENTENARY OF ANGLO-AMERICAN PEACE.

A NOTABLE CEREMONY.

NEW YORK, September 11th.

The centennial anniversary of the battle of Lake Erie was celebrated at Putin Bay, Ohio, by the dedication of a marble pillar 335 feet high commemorating the centenary of Anglo-American peace.

Mr. Taft was the principal speaker. The remains of the Anglo-American officers killed in the battle were ceremoniously disinterred to-day, and reinterred in the crypt of the Perry Memorial, accompanied by religious and military exercises.

## THE CHANCELLOR AND THE CECIL FAMILY.

MR. LLOYD GEORGE REPLIES TO LORD SALISBURY.

LONDON, September 11th.

Mr. Lloyd George, in a letter to the *Times* in reply to Lord Salisbury, says he can and will readily furnish instances of the investments of members of the Cecil family when in office, but the responsibility of publication must rest with Lord Salisbury.

## RUSSIAN FLEET TO VISIT ENGLAND.

LONDON, September 11th.

A Russian fleet of five battleships and four cruisers arrives at Portland on the 13th instant and will stay a week. The fleet is returning the visit paid by a British squadron to Russia in 1912.

## BRITISH BOXING CHAMPIONSHIP.

WELLS DEFEATS MOIR.

LONDON, September 11th.

Bombardier Wells knocked out Gunner Moir in the fifth round of a match for the championship of Great Britain at the Canterbury music hall.

## THE ST. LEGER.

DESCRIPTION OF THE RACE.

LONDON, September 11th.

Fine weather favoured the Doncaster meeting, and there was a large crowd present to witness the race for the St. Leger. The going was hard. Settling down, Louvois led from Seimond and Jameson, with Night Hawk last. Half-way round the order of the leaders was unchanged, and Night Hawk was still last. In the straight, Louvois dropped behind Seimond and Birlingham, and was followed by White Magic, Arda, and Night Hawk. Close home Night Hawk burst to the front and won easily by two lengths. White Magic was second, three lengths in front of Seimond, Arda being fourth. Louvois was favourite at 9 to 4 against. Twelve ran. The betting was:—50 to 1 against Night Hawk, and 33 to 1 against White Magic and Seimond.

The time for the St. Leger was 3 minutes 23.5 seconds, which is a record.

## TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

## THE NANKING MURDERS.

JAPAN'S DEMANDS TO BE PRESENTED BY JAPANESE LEGATION.

PEKING, September 11th.

The Japanese Legation has been instructed from Tokyo to present Japan's demands to the Chinese Government in connection with the Nanking affair. The Legation describes the demands as exceedingly moderate.

## FRANCE AND GREECE.

FRENCH PRESS IRRITATED BY KING CONSTANTINE'S SPEECH.

PARIS, September 11th.

The irritation in the French papers over King Constantine's speech at Berlin continues unabated. Some demand the recall of General Eydoux and other French Military organisers in the service of Greece, whose engagements have just been extended for two years. They say that King Constantine's attitude is very different to that of his late father, while the Queen ignores everything French. The papers ask, "Will Germany support the Greek claims to the Islands at present held by Italy?"

The German Press give prominence to extracts from Athens' papers, including one from the semi-official organ *Patris*, explaining that "Greece and Germany have common aims and common enemies."

ATHENS, September 11th.

The following semi-official statement has been published:—"The Press and public opinion are deeply stirred by the misunderstanding arising out of the speech of King Constantine in reply to the Kaiser. Greece will never forget the great services France has always rendered, nor the work of General Eydoux and the French military mission. The words of King Constantine ought not to be interpreted as they have been by France."

## THE PEARL NECKLACE THEFT.

PROSECUTING COUNSEL'S STATEMENT.

LONDON, September 11th.

The five men who were arrested in connection with the theft of a famous pearl necklace were charged at Bow Street.

Counsel for the prosecution dwelt on the stimulus of £10,000 sterling offered as a reward, and stated that a Frenchman met one of the accused at Antwerp, the latter desiring a purchaser for an article of the value of a million and a half francs. Eventually the Frenchman was told of this famous necklace, and consulted with his cousin as to how they could gain the reward. The couple, with an expert jeweller, co-operating with the London police, entered into prolonged, elaborate and skilful negotiations for the pretended purchase of the necklace, actually buying two of the best pearls and paying 100,000 francs for them. This led to the arrest of the accused.

Counsel remarked that the negotiations were conducted with the most admirable verve and discretion.

## THAW RELEASED BY CANADIAN AUTHORITIES.

AND ARRESTED NEAR COLEBROOKE.

NEW YORK, September 11th.

Thaw has been released by the Canadian Authorities, and after being rushed across the frontier he entered a motor car, into which a number of journalists followed him. He wandered through Vermont and New Hampshire, and was eventually arrested at a school-house near Colebrook by order of the Acting Governor of New York State.

COAST GUARD, September 11th.

Immigration officers seized Thaw, and took him to a motor, shrieking and fighting madly. He smashed one of the windows with a bottle, and yelled "This is a case of kidnapping." He was rushed to the Vermont border.

It is reported that the officers were acting on the instructions of the Minister of the Interior. Lawyers are astonished at the suddenness of the deportation. Thaw has been taken across the border, the motor making direct for Matteawan Asylum.



## CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Sept. 10th.

## THE NANKING AFFAIR.

Governor-General Lung, in accordance with instructions received from the Board of Foreign Affairs, has ordered the District Magistrates, Military Commanders and Tranquillization Bureau to take special pains, in future, for the protection of all foreigners, missionaries and travellers, in the interior, in order to prevent a recurrence of the regrettable affair which recently occurred at Nanking.

## KWANGTUNG NOTES.

The several seizures of forged Kwangtung notes made in Hongkong of late have given rise to many rumours, one of which is to the effect that the notes referred to are reprints from the original plates, and as a consequence the discount on these notes is becoming heavier every day. To relieve this embarrassing problem, Governor-General Lung has telegraphed to the Board of Finance asking that \$4,000,000 or \$5,000,000 be at once remitted to Canton. The General belief, he says, is that at present there are \$50,000,000 worth of notes in circulation but, in fact, the real figure is \$27,000,000, which is composed of \$15,000,000 issued by the new Government and \$12,000,000 issued by the Kwangtung Government during the old régime. The only way to restore these notes to their face value is to re-establish the bureau for exchanging them for subsidiary coins; hence this requisition.

Tutuh Lung in a communication to the Chinese Minister in Japan suggests that during their exile abroad, it is quite possible that fugitive rebel leaders may try to smuggle forged Kwangtung notes into the interior, and thus seriously jeopardize trade. He requests that the Chinese Consuls in the various ports in Japan be instructed to make close investigations and, in the event of any discoveries being made of such counterfeit notes, or plans for manufacturing them, representations should be made to the Japanese authorities for the arrest of the forgers.

## A PROHIBITION TO BE WITHDRAWN.

It is reported that the Tutuh intends to shortly withdraw the prohibition enforced by ex-Tutuh Wu against more than 800 in subsidiary coins being carried by any one person out of Canton.

## GAMBLING AND OPIUM SMOKING AMONGST SOLDIERS.

The vernacular press has, on more than one occasion, reported that gambling and opium smoking are being indulged in by certain soldiers in the old city, who defy the efforts of the police. It certainly seems strange that this state of lawlessness amongst the soldiery is entirely overlooked by the proper authorities.

## UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION.

September, 1913.

The following gentlemen have been successful in the above examination:—

- 7.—Fok Wing Kan.
- 8.—Au Kim Kwong.
- 9.—Garcia J. Jorge.
- 10.—Lee I. Cheung.
- 11.—Ma Chin Ki.
- 12.—Ma Fok Sang.
- 13.—Chau Cheung Kiu.
- 14.—Chau Yat Kwong.
- 15.—Chau Sun Fong.
- 16.—Yung Hin Lan.
- 20.—So Wen Ki.
- 21.—Chau Siu Tim.
- 22.—Yan Yek Cheung.
- 23.—Yen Yu Cheung.
- 24.—Ho Wing Yuen.
- 25.—S. T. M. Barna.
- 26.—J. L. Goldenberg.
- 31.—Wong Ying Chun.
- 32.—Chiu Cho San.
- 33.—Lu Tak Chung.
- 34.—Paul Sun Wing Chung.

This list does not include the result of the examination at Penang.

## MARRIAGE PROBLEM.

Should a man keep his promise to marry a woman who has accidentally lost an arm? This question is raised by a Flintshire jury's award of £25 damages for breach of promise to a girl, whose sweetheart contended that as she had lost an arm in a railway accident, she was incapacitated from becoming the wife of a working-man. The Rev. Hugh Chapman, of the Chapel Royal, Savoy, took the man's view. "Of what use," he asked, "would a crippled woman be in a working-man's home? He has to work for his living, and he naturally wants a wife who would be an asset not a burden. There is no room for sentiment and delicate romance in the homes of the poor. They cannot afford to love. A case like this upsets the ideals of the poet. Marriage on a low wage is more of a practical fact than a pleasant dream, and, in my opinion, it is nonsense to marry that a man should be expected to be a burden to a woman who would probably be a burden to him." Lady Troubridge, the authoress, was equally emphatic. "So long as the girl had no money," she contended, "he ought to marry her," she contended. "Love counts everywhere, and surely, if a man loved a woman truly, the fact that she lost an arm, or suffered any other affliction, would make him love her still tenderly."

## UP RIVER NOTES.

[FROM OUR OWN CORRESPONDENT.]

A RAPID FALL OF THE RIVER.

SHIU-HING-FU, Sept. 9th.

During the past week the water has been falling rapidly at the rate of over two feet a day on this river and the gauge at Samshui now registers only 6 feet, showing a drop of about 19ft. since we were there a week or so ago. Owing to this rapid fall H.M.S. *Sandpiper*, which was despatched to the scene of the piratical attempt near Wangshek on the North River, had to turn back some six miles beyond Ching Yuen.

## PIRACY AND BRIGANDAGE.

It appears that some 500 or more troops were sent up from Ching Yuen, but from all accounts they came back without having accomplished more than a reconnaissance, their number being insufficient to cope with the growing number of pirates and brigands with which this district is now infested. Several villages were searched, but there seems to be very little possibility of anything being accomplished unless a much larger force is sent up and a clean sweep made of all suspected villages—something similar to that by the late Viceroy Shum, under the old Manchu régime, some years ago when the West River in Kwangsi, when whole villages being razed to the ground and men women and children put to the sword. There have been very few cases of piracy in those parts since.

The junk traffic is still held up both at Shaochowfu and Yingtak. A cargo junk which arrived at Samshui whilst we were there reported that they left Yingtak with about a dozen others, but some miles beyond Wangshek they left them and travelled during the night, passing this point in the early hours of the morning, just before daylight, and got through safely. All the other junks passing in broad daylight were cleaned out. We passed about a hundred salt junks flying various war flags, under the escort of about a hundred soldiers, bound for Shaochowfu. It would be interesting to know if they are successful in running the gauntlet, but I do not think they will proceed beyond Ching Yuen, unless a much larger number of soldiers accompany them.

The General in command of troops at Ching Yuen informed the commander of the *Sandpiper* that he would not advise any more attempts being made to reach Yingtak at present, as he would not guarantee protection.

## WEST RIVER WELL PATROLLED.

The *Sandpiper* has just returned to Shaochowfu from a trip up to Wuchow, and is now en route for Canton. They report that everything is quiet on this river. Some months ago they were fired on at Coxcomb Point some miles beyond Yuet Sing. This seems to be the only part on this river that might be at all dangerous, and where any attempt at piracy would be made. However, the river is now well patrolled by the smaller type of Chinese gunboat. The *Kiang Kuo*, a two-funnelled gunboat of the sloop type, fitted with wireless, patrols the river between Shiu Hing and Do Sing. The commander, who speaks English very well, informed me that there are now very few pirates between Samshui and Wuchow, they having all cleared out to the North River and the northern parts of Kwangsi.

## SNIPES SHOOTING PROSPECTS.

Snipes are beginning to make their appearance on the river, but no great bags will be made until next month, when they should be quite plentiful everywhere. The sun is very hot during the day, but the nights are cool on the water, and one needs at least one blanket even in the cabin; there are no troublesome mosquitoes, and there are no signs of rain.

## DAMAGE BY FLOODS.

The typhoon of about two weeks ago played havoc with the water front of this city, which at the same time was under ten feet of water. The rise of the water was so sudden that the inhabitants were unable to remove their goods to a higher level, and they generally do in time of flood, and consequently many thousands of dollars worth of merchandise was ruined. Most of the houses along the river tumbled down, but now that the waters have fallen the owners are busy rebuilding them. They say that it was the highest and most sudden rise in their remembrance, for which, no doubt, the typhoon that accompanied it was partly responsible. There is great distress in Kwangsi, the usual aftermath of a heavy flood, and we have passed several gunboats towing junks laden with rice to relieve the misery in the many towns and villages, which have been swept away.

H.M. torpedo-boat 37 passed here this morning returning from a trip to Wuchow.

## SUPREME COURT.

Thursday, September 11th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUISNE JUDGE).

## CLAIM ON AN INSURANCE POLICY.

His Lordship delivered a lengthy judgment in the action brought by Ip Tsuk Sam, a Chinese doctor, against the Po Wah Insurance Co., Ltd., to recover \$1,000 under a policy of insurance. In the course of his remarks the Puisse Judge said that three issues arose in the case, namely (1), existence of insurable interest; (2), amount of loss, and (3), fraud. On the first issue no evidence had been called on any of the points raised, and he could not assume them against the plaintiff. On the second there was no evidence particularly directed to the points, and no grounds for rejecting the plaintiff's story. With regard to the third point, it was impossible on the evidence that the plaintiff's partnership in the Sui Wo Tong was proved sufficiently. The whole case revolved itself into a conflict of evidence between the plaintiff and a witness for the defendants named Tai Chip Shan. The attempts to upset the plaintiff's evidence on all other points having failed, and the onus being on the defendants to prove fraud, his Lordship thought he was bound to find in favour of the plaintiff on the question of the interview, and that practically concluded the whole case. There would therefore be judgment for plaintiff with costs.

## TENANT SUED BY LANDLORD.

B. M. Conception sued A. Foster to recover the sum of \$68, being as to \$36 due for rent of the top floor of No. 35, Morrison Hill Road, lately occupied by defendant, and as to the balance the value of certain partitions belonging to the plaintiff and wrongfully removed by defendant from the said premises.

Mr. F. Mason (of Mr. F. X. d'Almada's office) appeared for the plaintiff, and Mr. C. A. S. Russ (of Messrs. Goldring & Russ) represented the defendant.

Mr. Mason, in opening, stated that a sum of \$36 had been paid into Court. Plaintiff was the landlord of several houses, and the tenants on the 26th June received notice from the Sanitary Board that the landlord had been ordered to remove all interior ceilings, etc. Defendant thereupon left the premises and refused to pay the rent; at the same time he removed a partition by the side of the stairs which plaintiff had put up. A dispute had arisen as to the ownership of the partition, and defendant had filed a counterclaim for the cost of removal. There seemed to be various items in the counterclaim, and before going into particulars it would be better definitely to decide whether any claim could arise in the circumstances. The right of the defendant to claim anything was disputed.

After hearing evidence his Lordship entered judgment for plaintiff for \$36, and as there was no termination of the tenancy by the landlord, he also entered judgment for plaintiff on the counterclaim.

## HOW HAVE THE MIGHTY FALLEN.

Queer advertisements appear in *The Times* occasionally, but the *Malay Mail* thinks the following, apart from its local associations, "takes the biscuit":—

Englishman, 23, well educated, strong, healthy, good family, travelled, has been unfitted for ordinary employment by becoming first a schoolmaster and afterwards a rubber planter; is at present in the Federated Malay States. Will any philanthropically disposed magnate offer him a post anywhere in which he will have a living wage and good prospects? Apply to "Nil ardui," O. 681, *The Times* Office, E.C.

The F.M.S., our Malay contemporary adds, have had many a hard knock of late, but to think that an ex-schoolmaster and rubber planter who was once a worker within our borders has to make such an appeal as that which appears above! Truly, as an "Old Hand" remarks, in calling our attention to the advertisement, "How have the mighty fallen!"

## SUFFRAGETTES ATTEMPT TO HORSE-WHIP A PRISON DOCTOR.

-RESCUED BY OTHER FEMALE PRISONERS.

The attempt on August 9th of a band of militants to horse-whip Dr. Pearson, medical officer of the Holloway Gaol, in revenge for the forcible feeding of suffragette prisoners, had a humorous side. The attack on Dr. Pearson had just begun, when a vociferous party of female prisoners, who had just served their sentences for ordinary offences, rushed up. There was a sharp fight, in which the suffragettes were signally routed. Indeed, it would have gone hard with them had not the police come up in time to protect them from the fury of the Amazonian rescuers. It appears that the strongest antipathy is felt by ordinary female prisoners in Holloway against the suffragette prisoners, because the latter obtain release by hunger striking. The former, having to serve their full sentences, were delighted to have an opportunity of practically avenging their grievance.

## ANOTHER BANK NOTE CASE.

Mr. G. N. Orme was again engaged yesterday afternoon in hearing evidence in another bank note case, in which Ma Kai Lap was charged with being in unlawful possession of Kwangtung bank notes to the value of \$89,000, at No. 13, Wing Sing Street, on the 27th ult.

Mr. F. B. L. Bowley prosecuted, and Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada) appeared for the defence.

Evidence was given by Cheung Siu Lau, senior clerk in the Audit and Pay Department of the Canton Treasury, who stated that the notes produced were Imperial and Republican issues.

In cross-examination by Mr. Jenkin, witness said that the Treasury would not give silver on demand in exchange for notes. The Exchange Bank gave silver.

Mr. Jenkin—So the Exchange Bank owes somebody in silver about \$70,000 for these notes?—What do you mean exactly? If this Exchange Bank got these notes back without paying for them they would be very much obliged to the person who got them back?—Witness did not reply.

His Worship observed that was rather a truism.

Mr. Jenkin agreed, and said he thought the witness would admit it without trouble or delay.

Witness further said that the Treasury paid money to the Tutuh in order to pay the troops and various salaries.

Mr. Jenkin—And the payment of troops in Canton recently has been a matter of some difficulty, through financial embarrassment?—The money market is not tight.

Has there been any difficulty in Canton recently in finding money to pay the troops?—No.

Do you know it has been reported in the papers of this Colony that there has been great difficulty in paying the troops?—What the papers said had no foundation.

I think you will agree that if the Yamen could not swear that these notes belonged to them, but could get them back for nothing, they would be very useful to pay the troops?—Witness returned no answer.

Witness said that the Treasury paid these notes to a number of different departments and to a number of different people as well as to the Yamen. Of course he could not swear that these notes were actually paid to the Yamen, as there was no distinguishing feature.

Mr. Jenkin—How do you keep your private money in notes or silver?—I spend all that I get in the month. (Laughter.)

His Worship—In these troublous times it is not at all surprising.

Mr. Jenkin—Have you heard that a lot of rich Chinese—merchants and so on—came down to Hongkong with their property for safety owing to the disturbances in Canton?—No, I have not heard of it.

Would it surprise you to learn that the defendant came down from Hoi Fung with \$71,000 in notes, and title deeds to landed property in the Hoi Fung District to the value of \$100,000?—It is quite a common thing.

You do not suppose that title deeds for \$100,000 would be kept in the Canton Treasury?—I do not know.

The case was remanded.

## AN ARTIFICIAL KIDNEY.

In connection with the recent Medical Congress in London, the demonstration which excited the most interest at University College was without doubt that of Professor Abel, of Baltimore.

Professor Abel presented a new and ingenious method of removing substances from the circulating blood, which can hardly fail to be of benefit in the study of some of the most complex problems. By means of a glass tube tied into a main artery of an unanesthetized animal the blood is conducted through numerous celloidin tubes before being returned to the veins through a second glass tube. The celloidin tubes are immersed in saline solution. All diffusible substances circulating in the blood pass through the intervening layer of celloidin, and can be found in the saline solution, where they can be subjected to fractional analysis. In this way Professor Abel has constructed what is practically an artificial kidney. In many instances the working of the added excretory organ is more rapid than that of the actual kidney of the animal; 3 per cent. per hour of salicylic acid can be removed from the blood. Although primarily the apparatus is of use in the estimation and analysis of the diffusible contents of the blood, it is possible that the principle may ultimately be adopted in the treatment of disease. At the close of the demonstration, which excited the liveliest interest and discussion, Professor Abel was accorded round after round of applause.

The remarkable originality shown in advertising Messrs. James Buchanan & Co.'s well-known "Black and White" and "Red Seal" Scotch whiskies must have struck most people. From Messrs. Garner, Quells & Co., Ltd., the Hongkong agents of the firm, we have received a specimen of a new advertisement which takes the form of a handsome portfolio of characters from Dickens, being admirable reproductions in colours of nine paintings by Frank Reynolds.

## SANITATION IN THE TROPICS.

SIR RONALD ROSS ON THE STATUS OF HYGIENE.

The Tropical Medicine and Hygiene Section discussed jointly with the Naval and Military Medicine Section the question of sanitary organization in the Tropics.

Sir Ronald Ross used the word sanitation in its widest sense, including under the term everything which tends to reduce the sickness and mortality of human beings. An effective administrative machinery is necessary for the prevention and treatment of disease, and this, in the view of the speaker, can best be secured by attention to the following points. The whole of the sanitary services of a country should be unified, and placed under a separate department of State. The sanitary service should not be subordinated to the Medical Service or *vice versa*; the time has gone by for the predominance of the medical side, for the head of the sanitary or preventive side has many-sided duties to fulfil and is occupied with public sanitary legislation, with large and expensive sanitary works, with municipal dealings, with epidemics and the detailed administration of the whole country. His work requires the training of a medical man; but in addition he must have the training, the mind, and the abilities of a statesman. The sanitary engineering department of the province or country must, if the sanitary service is to be effective, be under the control of the chief of that service and not independent of it, as is often the case. Research laboratories under trained workers should form a branch of the sanitary service; and a statistical department is a necessity. The power granted to even small municipalities whereby almost unlimited control is bestowed on them to deal with the lives of the people may be expedient to a political standpoint, but from a sanitary point of view it cannot be commended in the case of tropical villages, where neither highly expert knowledge nor sufficient funds are available. When the sanitary service should be able immediately to send expert officers to the district to deal with the outbreak; and it is important that not only the officers of this department should be efficient, but the sanitary workmen must be trained, for without these it is not possible that the actual details of any measure can be carried out. A Minister of Public Health is an urgent necessity.

## COLONIAL AND FOREIGN VIEWS.

Dr. von Hirtze, of the German Colonial Service, explained the organization of the sanitary and medical service in German East Africa, Kamerun, Togo, New Guinea, and Samoa. In these countries the military system prevails at present, but as these colonies progress it would seem probable that a separate civil sanitary and medical service would be established.

Colonel P. Hehir, I.M.S., described in detail the most recent organization of the sanitary and medical services in India. He drew attention to the fact that whereas in the early period of the British occupation of India the death-rate among European troops amounted to 80 per 1,000 per annum, in 1910 the death-rate was only 4.6; a proof that the present-day precautionary measures are bearing fruit. Among Indian troops also a similar improvement has taken place. Teaching simple practical hygienic measures to native soldiers in India did great good, as when these men left the Army they carried the knowledge they acquired to remote villages.

Colonel W. G. King, C.I.E., insisted upon the necessity for a sanitary service in India under the control of a director who is independent of the disciplinary control of the medical service, and is responsible directly to the Government of the province. The prevention of disease is one thing, the treatment of disease quite another; and the two departments should be prevented clashing as regards predominance by making each separately responsible to the central authority.

Professor Wassilevsky (Heidelberg) drew attention to the fact that rabbits might be used as producers of vaccine lymph in place of calves. Dr. Agrmonite (Cuba) said that in Cuba the chief of the sanitary and medical service was a Cabinet Minister. Dr. W. Black (W. Australia) stated that in West Australia the ideal service as described by Sir R. Ross already existed. Dr. F. Sandwith (London) described the medical and sanitary measures in force in Egypt. Dr. C. Harford (Livingstone College) referred to the amount of good from a hygienic point of view the missionaries had done, especially those who had taken a nine months' course in elementary medicine and hygiene at Livingstone College, Lexington, E. Dr. Olpp also testified to the excellent effect the teaching of the missionaries had had in German West Africa. Dr. D. E. Anderson (London) dwelt upon the importance of having efficient officers in charge of the medical departments of our Crown colonies and Protectorates. Dr. Andrew Balfour (Rhurum) referred to the importance of having all sanitary inspectors and sub-inspectors sent from Britain to the tropics trained in elementary tropical hygiene.

## MALARIA AND YELLOW FEVER.

Colonel Hehir read a paper on the "Prevention of Malaria in Troops in India." The destruction of mosquito larvae and the isolation of persons suffering from malaria are the two directly essential steps in any attempt at checking the inroad of malaria. Dr. van Loghem (Amsterdam) brought prominently forward "The Yellow Fever Danger for Asia" after the opening of the Panama Canal. This subject has been frequently dealt with by Sir Patrick Manson and others, and Dr. van Loghem suggested that there should be a co-ordination of all countries likely to be concerned to prevent the serious danger to Australia and to the countries bordering on the China Seas, should by laxity of inspection or control infected ships be allowed to pass the canal into the Pacific.

## INTIMATIONS

## AGRADECIMENTO.

NA impossibilidade de ir pessoalmente agradecer a cada uma das pessoas que assistiram ao funeral do Rev. Pe. João Gonçalves, que honrou de seu logar, venho por este meio em meu nome e no de todos os meus companheiros de missão tributar a todos e a cada um em particular os mais sinceros e commovidos sentimentos de gratidão por esta homenagem prestada ao que foi superior d'uns, professor d'outros e amigo de todos, como era notório.

Não posso deixar de agradecer d'um modo especial ao Excmo. Revmo. Sr. Bispo-D. Pozzani, que por um excesso de bondade se dignou precezar pontificalmente revestido no acto, recebendo o cadáver a porta do Cemiterio precedido do clero da missão e dos seminaristas.

Aos Rdo. Pes. francezes das missões estrangeiras, as Rdo. Mes. Canossianas que com as suas alumnas foram ao Cemiterio, as pessoas que depositaram coronas de flores na sepultura (com especialidade a linda immortelle offerecida pelos antigos discipulos do finado) não devo deixar de especificar.

Ao Rdo. Chantre Pe. Sarmento, aos Rdo. professores do Seminario Pes. Alves da Silva e João de Lima e ao Rdo. missionario Mathias Tang que de Macau vieram para assistir ao funeral, o meu profundo reconhecimento.

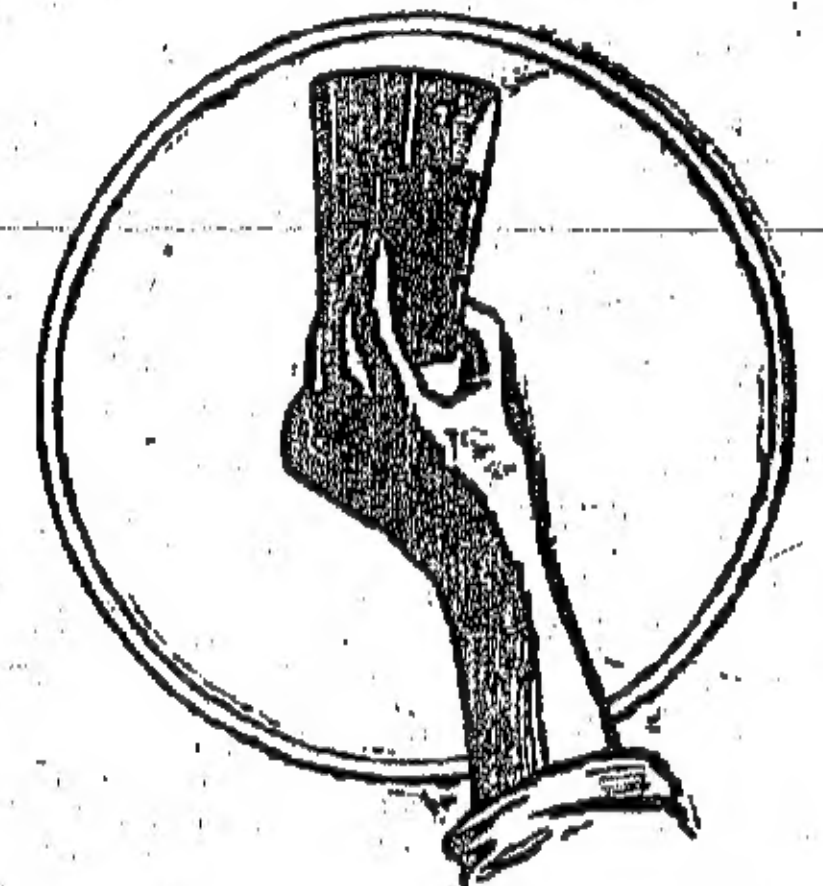
Aproveitando a occasião para o tornar bem publico por assim n'lo pedir o coracão cheito de gratidão, não posso deixar de exprimir d'um modo muito particular os meus sentimentos de reconhecimento aos Rdo. Pes. Dominicanos Naval e Pmt pelo modo como tratavam na sua donçoa o chorado Pe. João Gonçalves durante os dois meses que esteve na Procuracao do Hongkong.

PE. SEBASTIAO M. A. DA SILVA.

Hongkong, 10 de Setembro de 1913.

[1969]

## THE BEST THE BREWER'S BREW



## GUINNESS'S "WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE &amp; SON,

14, QUEEN'S ROAD CENTRAL.

[31]

## MAPPIN &amp; WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP &amp; CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

[41]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed Daily Press only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 38. Telephone No. 12. Telegraphic Address: "Press."

Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

## NOTICE.

FRIDAY, the 12th inst., being PARSEE NEW YEAR DAY, our Store will be CLOSED at Noon. Customers are kindly requested to send in their Orders before that time.

H. RUTTONJEE & SON.  
Hongkong, 12th September, 1913. [1071]

## NOTICE.

THE OFFICE OF CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 15th instant (15th day, 8th moon), being the date of the Autumn Holiday.

E. GORDON LOWDER,  
Commissioner of Chinese Customs,  
York Buildings,  
Hongkong, 11th September, 1913. [1072]

## THE "INDRA" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANI,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th inst., at 6 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 18th inst., at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th September, 1913. [1073]

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship.

"GREGORY APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impounding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, 11th September, 1913. [1070]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSATE,"

Arrived Hongkong on 11th September, 1913

FROM BOMBAY, COLOMBO AND

SWATAI.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "Morea"  
From Persian Gulf, ex s.s. B. I. S. N.  
and B. Z. P. S. N. Co.'s Steamers.

Optional Goods will be handled here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consigner, and the Company's Surveyors, Messrs. GODDARD and DODD, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

B. A. HEWETT,  
Superintendent  
Hongkong, 11th September, 1913.

## G. R.

## VICTORIA BRITISH SCHOOL.

THIS SCHOOL for Children (all ages) of British and European Parents only, RE-OPENS on MONDAY, 15th inst.

For particulars, apply—

H. A. COX, M.A.,  
Headmaster,  
Hongkong, 10th September, 1913. [1059]

## G. R.

## KOWLOON BRITISH SCHOOL.

THE above SCHOOL for Children (all ages) of British and European Parents only, RE-OPENS on MONDAY, 15th inst.

Hongkong, 11th September, 1913. [1065]

## PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

## NOTICE.

SHARE CERTIFICATE No. 6008 for TWENTY FIVE (25) SHARES numbered 7772 to 7776 inclusive fully paid-up, standing in the Register in the name of JAMES H. HARRIS, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 23rd August, 1913. [1001]

## INTIMATIONS

## HONGKONG CLUB.

## NOTICE.

THE TWENTY-FOURTH HALF-YEARLY DRAWING of 65 DEBENTURES (8996 issued) of the Hongkong Club, Payable on TUESDAY, the 30th September, 1913, will be held in the Club House at 11 o'clock a.m. on FRIDAY, the 19th September, 1913.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CHAIK,  
Secretary,  
Hongkong, 9th September, 1913. [1050]

## HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE 1914 MEETING.

MEMBERS desirous of Subscribing are requested to send their Names to the Undersigned as soon as possible. Lists will be found at the Hongkong Club and at the Jockey Club Office.

H. P. WHITE,  
Acting Clerk of the Course,  
Hongkong, 9th September, 1913. [1060]

## NOTICE.

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

ELECTRICAL ENGINEERS AND MANUFACTURERS.

MR. A. H. RAWORTH has been Appointed MANAGER for Hongkong and South China from the 10th inst.

Head Office, Shanghai.  
P. ROYAL, H. N. YEE,  
Managing Director,  
Hongkong, 11th September, 1913. [1064]

## NOTICE.

ESTATE of the late MAJOR C. M. FLEURY,

Royal Army Medical Corps.

ALL Persons having Claims against the above Estate are directed to submit them to the President, Committee of Adjustment, Military Hospital, Kowloon, not later than the 10th of October, 1913.

No Claims submitted after that date will be considered.

A. McMUNN, Major, R.A.M.C.,  
President, Committee of Adjustment,  
Hongkong, 10th September, 1913. [1058]

THE HONGKONG AND CHINA GAS CO., LTD.

## NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,  
J. McCUBBIN,  
Acting Local Secretary and Resident Engineer,  
Hongkong, 9th August, 1913. [958]

## NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. RUTTONJEE & SON, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapness Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM,  
Hongkong, 26th July, 1913. [907]

## MESSAGE.

SKILFUL Safety in the General or Electric.

MISS MORITA,  
Care of NONURA HOTEL,  
15, 16 and 17, Connaught Road,  
Opposite Blake Pier,  
Hongkong, 8th May, 1913. [552]

## FOR SALE or TO LET.

TWO LARGE HOUSES in GAGE STREET, FOUR STORIES, Eight Rooms and Servants' Quarters.

For full particulars, apply—

F. M. R.,  
Care of "Daily Press" Office,  
Hongkong, 6th September, 1913. [1043]

## GRACA &amp; CO.

DEALERS in  
POSTAGE STAMPS, PICTORIAL  
POST CARDS, CIGARS, BOOKS,  
TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[1042]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

## PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

By BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES

BRASS INSTRUMENTS AT

HALF-PRICE.

A few of the Bargains are mentioned below—

PIANOS	USUAL PRICE	SALE PRICE
Ebonized Solid Mahogany by Challen & Son	\$575	\$475
Solid Mahogany Cottage by Collard & Collard	\$550	\$450
Ebonized Mahogany Cottage by Collard & Collard	\$600	\$500
Ebonized Mahogany Cottage by Broadwood	\$600	\$500
Ebonized Mahogany Cottage by Broadwood	\$700	\$600
Solid Oak with Folding Doors by Broadwood	\$750	\$600
Ebonized Baby Grand by Broadwood	\$1,300	\$1,000
Ebonized Upright Model by Dorner & Sohn	\$750	\$640
Ebonized Piccolo Grand by Dorner & Sohn	\$1,150	\$970

## MUSIC.

VOCAL SCORES:—USUAL PRICE \$4.50, SALE PRICE \$1.00 EACH.

SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE \$1,

SALE PRICE 50 CENTS EACH.

SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR \$1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & CO.

[146]

## PEEK, FREAN &amp; CO.'S

## CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—

WING ON CO.

SINCERE CO.

KWONG HIP SHING.

KWONG WAH.

KWONG FOOK CHEONG.

AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PAT-A-CAKE.

SHORTCAKE.

TEDDY BEAR.

Other well-known Biscuits such as Marie, Pottit Bourne, Milk, Nico, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:

MACWEN, FRICKEL & Co.,

1st May, 1913 HONGKONG AND CANTON. [302.2]

## TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.

No. 5, SEDWART TERRACE, PEAK.

Apply to—

M. J. D. STEPHENS.

Hongkong, 17th July, 1913. [722]

## TO LET.

TO LET.

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—

LINSTEAD & DAVIS.

Hongkong, 10th June, 1913. [780]

## TO LET.

TO LET.

NO. 104A, THE PEAK, from 1st November, 1913, Partly Furnished.

Apply—

S. J. DAVID & Co.,  
Princes' Building,  
Hongkong, 9th September, 1913. [1051]

## TO LET.

TO LET.

HOUSES in TORRES BUILDINGS,

KIMBERLEY ROAD, Kowloon, from the

1st October.

Apply to—

SPANISH DOMINICAN

PROCUSSION.

Hongkong, 27th August, 1913. [1012]

## TO LET.

TO LET.

MODERN THREE-ROOMED FLATS

with every convenience, Humphreys

Buildings, Cornwall Avenue, Kowloon.

No. 2, MINDEN VILLAS, Mody Road,

Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron

Terrace, Granville Avenue and Salisbury

Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan

Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 12th August, 1913. [964]

## TO LET.

TO LET.

NO. 116, PEAK, "LEWKNOR," Furnished

or Unfurnished, 5 ROOMS.

"ROGATE," Austin Road, Kowloon, from

1st October.

MERION, No. 10, PEAK, Furnished or

Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November,

1913.) No. 1, GOUGH HILL, No. 103, PEAK.

BUNGALOW, containing Drawing, Dining

and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.

To Let or For Sale. "GLENSHIEL," No.

124, Barker Road, Peak, 5 ROOMS.

For Sale. "LABROOKE," No. 9, Con-

duit Road, Fine View of Harbour, 3 Rooms,

2 Bathrooms, Garden and Tennis Court.

Accommodation for 20 Servants.

For Sale. "HARTING and ROGATE,"

on part of Kowloon Island Lot No. 1154.

Apply to—LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings,

Hongkong, 9th September, 1913. [64]

## TO LET.

TO LET.

NO. 14, ARBUTHNOT ROAD, from 1st

October. 7 LARGE ROOMS; 3 minutes

from Town. Good View of Harbour.

Apply to—

E. A. CARVALHO and J. V. BRAGA,

14, Arbuthnot Road.

Hongkong, 4th September, 1913. [1036]

## TO LET OR FOR SALE.

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya

East.

Apply to—

HONGKONG, CANTON & MACAO

STEAMBOAT CO., LTD.,

Hotel Mansions,

Hongkong, 4th September, 1913. [1035]

## TO LET.

TO LET.

"BANFULLY," No. 11, Conduit Road.

GODOWNS, 94, Wanchai Road, 102, Praya

East.

Apply—

THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

Hongkong, 1st September, 1913. [95]

## TO LET.

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., Ltd.

Hongkong, 22nd August, 1913. [995]





**NAPIER & JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER  
150 YEARS.

THE SAME TO-DAY AS IN  
1745.

BEWARE OF  
IMITATIONS.

SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

# "SWEET LAVENDER."

THE SURVIVAL OF THE FITTEST IN LONDON  
STREET CRIES.

Now is the time of the Mitcham lavender harvest, and the streets of London begin to re-echo with the old cry of "Buy my sweet lavender." It is a fragrant cry, perfuming the dingiest thoroughfare. It is the last cry left to a London that used to be musical with these old street catches. All the others have gone their way into silence; but lavender lasts—another instance, perhaps, of the survival of the fittest.

When we think of the old street cries we may well be brought to the fact that the world during the past twenty-five years has been changing more swiftly than is usually its custom. A young man of thirty can say with truth that he has seen the whole face of London change beyond recognition in a matter of twenty years. The street cries were still flourishing in some degree twenty years ago. Tinkers' and knife-grinders' abounded. Punch and Judy used to make a daily round of the West End squares. There was a strong-voiced man—aged, but still strong-voiced—who used to sing to us in the summer: "Any ornaments for your fire stoves?" and the good landladies of Bayswater and Bloomsbury would answer his call as the markers of old answered the song of the swan. The "ornaments," dingy things of the most highly-coloured paper, used to trouble our young eyesight somewhat, but the cry of the old man was very musical.

## THE SANDHOG MAN.

Then there was the man with the round red sandhogs slung across his shoulders—bags that we used to purchase as a defence against window draughts. Another characteristic member of the crying fraternity was the picturesque old lady who gladdened the hearts of babes with a basket of model lambs fashioned out of clay and ornamented with the fleeciest cotton wool. Four wooden matches served them for legs and two little dabs of paint for eyes; but when we were children we thought them the most wonderful toys in the world. And the old lady used to wander up and down twilight streets crying out in her poor broken voice:—

"Young lambs to sell,  
Young lambs to sell;  
If I had as much money as I could tell  
I'd never cry out young lambs to sell."

Alas! it is to be feared that the good dame went her way to the grave without ever enjoying such superfluity of earthly wealth as rendered it unnecessary for her to sell young lambs. She has departed from us long ago, and the streets that she used to frequent know her and the lambs no more. She has gone, and many other street cries with her. They seemed to die out finally with a single generation. Their trade had become outmoded and unprofitable, and so their posterity drifted into other walks of life.

## LAVENDER'S ATMOSPHERE.

But the lavender seller still remains to us, the last of an old-world trading fraternity, not always beautiful in person, but a symbol of charm and a veritable creature of romance, which is, after all, nothing but a matter of associations. The very word lavender is touched with a sort of fragrance, and the perfume of the dried flowers has all the sweetness of purity. Why, there is a perfume of lavender about every sweet-tempered heroine in British romance and poetry. And the very scent of lavender conjures up visions of things English and wholesome and hospitable. It is essentially an honest scent.

## VISIONS IN SCENT.

Perfumes, we all know, are more suggestive than anything else in the world. They stir memories; they awake the imagination. There are languorous perfumes that transplant our spirits as by magic into Oriental gardens, and there are perfumes that steal upon our senses like some scented evil. But take a branch of lavender in your hands, smell it, and close your eyes. Behold the miracle! Here is a vision of old oak lined chests, of old English farmhouses, of demure maidens with lustrous ringlets and peach-bloom cheeks, of simple flower-gardens, and of old ladies in rustling gowns and white lace caps. There is always a touch of the kindest old age in the scent of lavender, and a touch of English youth. The lavender heroines are the most womanly of all the queens of romance. When they are very young we see them sitting about grassy lawns in pretty flowered muslins. And afterwards they become mothers and enjoy the dominion of a household. A bunch of keys is their sign of office. Their linen chest is one of their proudest possessions. They grow old serenely, and then the loveliest gown of their old age is a dress of lavender and old lace. We know all the lavender heroines by instinct. We know, for instance, that Becky Sharp—even in her most demure periods—never liked lavender or sprayed herself with lavender water. We know Amelia loved lavender.

## "WHO'LL BUY MY LAVENDER?"

Seeing, then, how redolent of all that is best in domestic life, of all simple pleasures and the beauty of quiet living, is this lavender of ours, we should buy it freely from the lavender girls when they appear once again in the streets of London, early in August, after the lavender harvests have been gathered at Mitcham, Cershillton, Beddington, and Hitchen. And when you are buying ask the lavender girl to sing the real lavender song:—

"Who'll buy my blooming lavender?  
—Sweet lavender?  
Sixteen branches for a penny.  
Ladies, you buy it once, you buy it twice.  
It makes your clothes smell very nice.  
Who'll buy my blooming lavender?  
—Sweet lavender!"

—R.C. in the Daily Graphic.

**WM. POWELL, LTD.**

TELEPHONE 346.

## TABLE GLASSWARE.



STOCKS HELD IN EACH PATTERN.

## INDO-CHINA PORTLAND CEMENT COMPANY, LTD.



ALWAYS IN STOCK  
Apply to P. SOFFI TTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

## THE COST OF LIVING IN GREAT BRITAIN.

FOOD UP 25 PER CENT. IN 17 YEARS.

A thrilling and fascinating work was published on 13th ult., in the unpromising form of a Blue-book. It is an exhaustive report on the cost of living of the working-classes, based on the recent Board of Trade inquiry into working-class rents and retail prices of staple articles of food and clothing, together with the rates of wages obtaining in a number of representative occupations.

The main conclusions of the Report, which were summarised in a Reuters' telegram recently, will bear amplification. It shows by comparison with the records of a similar inquiry in 1895 the extent to which the working-classes have been affected by the rise in prices of food and the degree in which they have been compensated by the concurrent increase in wages.

The report bears the name of Mr. P. H. McLeod, Director of the Department of Labour Statistics of the Board of Trade, and is a monument of industry, patience, and genius. The upward movement in prices has been steady and persistent since 1896 and has been world-wide in its operation. Prices are considerably lower now than they were in the seventies. In the seven years between October, 1905, and October, 1912, the date of the present inquiry, the general average increase in the cost of living throughout Great Britain, taking rent, food, fuel, and clothing together, amounts to about 10 per cent.

This increase is almost wholly due to the higher prices of commodities. Rents since 1905 show little increase except in a few towns such as Coventry and Macclesfield. The cost of living to the London workman (including rent and rates) is between 1 and 12 per cent. higher than the general average of the industrial towns.

## DEAREST TOWN IN ENGLAND.

In all the great towns combined, including London, the following changes are shown:—

Rents—Decrease 1.8 per cent.

Retail prices of food and coal—Increase 13.0 per cent.

Rents, and food prices combined—Increase 10.3 per cent.

The increased cost of living is much greater in some towns than in others, varying from 7 per cent. at Portsmouth to 20 per cent. at Stockport.

During the seven years the cost of clothing has risen in about the same proportion as rents and retail food prices, combined—10 per cent. Since 1896, the year of lowest prices, food has increased in cost by 25 per cent.

The town with the highest retail prices of food is Perth, where the standard is 108 as compared with the 100 which is the index figure for London. The cheapest shopping is in Wolverhampton, whose index number as compared with London's is 90. When, however, rent as well as retail prices is taken into account both Walsall and Macclesfield are cheaper towns to live in than Wolverhampton, the dearest outside London being Craydon, Edinburgh, Greenock, Dundee, and Perth.

## WHAT THE PEOPLE EAT.

There is a mass of information as to the commodities the people consume. Home-killed meat (imported cattle slaughtered on landing) is largely eaten

in the East End, but not in other parts of London; in Birkenhead, Liverpool, and St. Helens.

British meat is a penny a pound cheaper in the southern counties than the northern. Meat is dearer in Scotland than in any part of England and cheapest in Ireland. London consumes very little frozen beef. The predominant prices for tea are 1s. 1d. and 1s. 3d. per lb. Ireland buys more expensive tea than England. White granulated sugar, which the working-classes most commonly use, while being sold in Northumberland and Durham at 1½d. and 2d. per pound, in Yorkshire, Lancashire, and Cheshire it was a farthing dearer.

Local custom varies greatly in regard to bacon. London eats Danish bacon; the northern counties and the Midlands prefer American; and Lancashire and Yorkshire Irish. Unsmoked bacon is generally preferred to smoked, which, however, London likes. The north prefers rolled bacon, while London and the south likes its rashers cut from unrolled bacon.

The working-classes generally purchase foreign eggs, but in Irish and Welsh towns and in Barrow-in-Furness Irish eggs predominate. In Plymouth and Devonport and in Galashiels the demand is for local eggs.

Of all articles of food the potato has shown the greatest increase in price. The mean increase in the 88 towns is 46.1 per cent. In Lancashire potatoes have gone up 62.6 per cent.

## VESSELS EXPECTED.

### THE AMERICAN MAIL.

The T.K.K. str. *Shingo Maru*, which left San Francisco on the 16th August, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 12th September, between 10 and noon.

### THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 23rd August, and may be expected here on or about the 15th September.

The E. & A. str. *Eastern* left Sydney for this port on the 27th August (via Queensland Ports, Port Darwin, Timor and Manila), and may be expected to arrive here on the 20th September.

The N.Y.K. str. *Inaba Maru* (Australian Line) left Sydney for this port via ports on the 3rd September, and is expected here on the 22nd September.

### THE GERMAN MAIL.

The I.G.M. str. *Guelicena*, carrying the German mails, with dates from Berlin of the 20th September, left Colombo on the 6th September, p.m., and may be expected here on or about 17th September.

### MERCHANT STEAMERS.

The Ben Line str. *Benarty*, from Antwerp, Middlesbrough, and London, left Singapore on the 6th September, and may be expected to arrive here on or about the 12th September.

The P.M. str. *Korea* left Manila on the 10th September, between 2 and 4 p.m., which will make her due to arrive here about the 12th September, at 9 a.m.

The N.Y.K. str. *Sado Maru* (American Line) left Shanghai for this port on the 9th September, and is expected here on the 13th September, a.m.

The Swedish East Asiatic Co.'s str. *Teddo* left Port Said on the 20th August, and is expected to arrive here on or about the 13th September.



A VICTROLA IN THE HOME

MAKES EVERY ONE HAPPY

It is a source of endless pleasure to the entire household.

Always ready to play at any time for any member of the family, and the Victor repertoire includes every kind of music any one can desire.

PRICES \$35 to \$345.

EXCLUSIVE DISTRIBUTERS:

**S. MOUTRIE & CO., LTD.**

## NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"RADNORSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 15th inst. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 15th inst. at 9.30 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 9th September, 1913. [49]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on THURSDAY, 11th inst. at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 18th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 22nd inst.

All Claims must be filed on or before 25th inst. otherwise they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, 9th September, 1913. [1055]

The H.A.L. str. *C. Ferd. Lucie* left Moji on the 10th September, a.m., and may be expected here on or about the 15th September, a.m.

The N.Y.K. str. *Kawachi Maru* (Bombay Line) left Singapore for this port on the 9th September, and is expected here on the 15th September.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Singapore for this port on the 9th September, and is expected here on the 15th September.

The T.K.K. str. *Bayo Maru* left Manzanillo for Honolulu on the 28th July, and is due in Hongkong on the 30th September.

The N.Y.K. str. *Iyo Maru* (European Line) left Yokohama for this port via ports on the 10th September, and is expected here on the 22nd September.

The N.Y.K. str. *Penang Maru* (Bombay Line) left Bombay for this port via ports on the 9th September, and is expected here on the 26th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 28th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

## NOTICES TO CONSIGNEES

EA. PANY, LIMITED, EN.

NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 9.30 a.m.

All Claims must reach us before the 20th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 6th September, 1913. [1046]

## S.S. "PAUL LECAT."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Breton" and "Normand" from Bordeaux ex s.s. "Ville de Constantine" and "Ville de Cette," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after 15th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to us on or before the 18th inst. or they will not be recognized.

All damaged packages will be examined on 15th inst. at 10 a.m.

No Fire Insurance has been effected.

S. C. de BUSSIERRE, Acting Agent.

Hongkong, 8th September, 1913. [2]

## FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA"

Captain G. Schröder, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 16th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Norge" from Göteborg. Ex s.s. "Frua" from Åhus. Ex s.s. "Jelo" from Drammen. Ex s.s. "Halmstad" from Halmstad. Ex s.s. "Norge" from Göteborg. Ex s.s. "Stahlek" from Stahlek. Ex s.s. "Germania" from Göteborg. Ex s.s. "Schaumburg" from Havre.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 10th September, 1913. [1066]

## Overcome Your Doubt

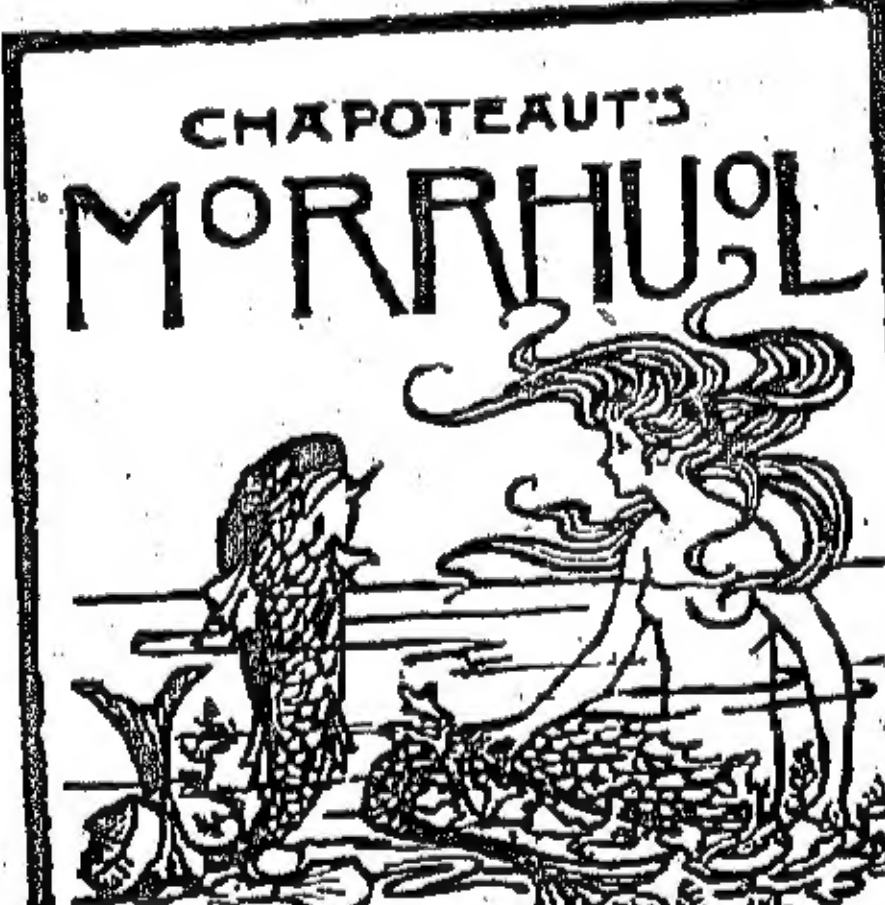
Don't hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

**Beecham's Pills**

a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from undigested food: will put your system in good condition, and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beecham's Pills. They will without a doubt promptly

**Cure And Convince.**

Sold in boxes, price 9d., 1/11 & 2/9.



Superior to Emulsions or Cod Liver Oil. Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil. Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies. Sold in bottles of 100 Capsules. Sold by all Chemists.

THE NEW FRENCH REMEDY. THERAPION No. 1. THERAPION No. 2. THERAPION No. 3. THERAPION No. 4. THERAPION No. 5. THERAPION No. 6. THERAPION No. 7. THERAPION No. 8. THERAPION No. 9. THERAPION No. 10. THERAPION No. 11. THERAPION No. 12. THERAPION No. 13. THERAPION No. 14. THERAPION No. 15. THERAPION No. 16. THERAPION No. 17. THERAPION No. 18. THERAPION No. 19. THERAPION No. 20. THERAPION No. 21. THERAPION No. 22. THERAPION No. 23. THERAPION No. 24. THERAPION No. 25. THERAPION No. 26







## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION  
COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEEN,  
EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
DATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

“DEVANHA.”  
Captain W. R. Hickey, carrying His  
Majesty's Mail, will be despatched from  
this port for BOMBAY, (D.M.O.M.O.W.),  
the 13th September, 1913, at Noon, taking  
Passengers and Cargo for the above Ports, in  
connection with the Co.'s s.s. “MALWA,”  
from Colombo, passengers accommodation  
in which vessel is secured before departure  
from Hongkong.

Silk and Valuables and Tea and Cargo for  
France and London (under arrangement)  
will be transhipped at Colombo into the  
Mail Steamer proceeding direct to  
Hankow and London, other Cargo for  
London, &c., will be conveyed via Bombay  
in the s.s. “Everet,” due in London on  
the 25th October, 1913.

Parcels will be received at the Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
T. A. HEWITT,  
Superintendent,  
Hongkong, 1st September, 1913. [1]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR  
COAST.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.  
“SATSUMA.” On or about 13th Sept.  
For Freight and further information, apply to  
DODWELL & CO., LTD.  
Agents,  
Hongkong, 8th September, 1913. [1013]

THE AMERICAN AND ORIENTAL  
LINE.

FOR BOSTON AND NEW YORK VIA  
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

## THE Steamship

“AFGHAN PRINCE.”  
Captain Whalley, will be despatched as above  
on MONDAY, the 29th September.  
For Freight and passage, apply to  
ARNHOLD, KARBURG & Co.,  
General Agents,  
Hongkong, 10th September, 1913. [1001]

GLEN LINE (McGREGOR, GOW  
& CO.), LTD.

“GLENLOGAN” (Capt. Jas. McGREGOR),  
FOR GLASGOW, LONDON AND  
ANTWERP.

The above Steamer will be despatched for the  
Ports named, on or about 7th October, 1913.  
The Vessel has excellent accommodation for  
30 Saloon Passengers, all Cabins Ample, and  
is fitted with Electric Light and Fans in  
every cabin.

A fully qualified Stewardess and Doctor are  
carried.

Attention is particularly directed to the  
Moderate Rates charged, viz.:—  
Saloon Passage, Hongkong to Glasgow  
London, or ANTWERP, £40.

For freight or passage, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, 4th September, 1913. [1037]

## ON SALE

AT THE

HONGKONG DAILY PRESS  
OFFICE.

## NEW AND UP-TO-DATE

## PLANS OF THE SI-KIANG

OR

## WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route  
from CANTON to WUHOW.

Hongkong, 5th April, 1913.

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

1913

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked “k,” nearest Hongkong “h,” midway between Hongkong and Kowloon “m,” and those vessels berthed at the Kowloon Wharf “k,” together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NTANZA	Brit. str.	—	H. N. Rivers, R.N.	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	RADNORSHIRE	Brit. str.	—	Gristonbridge	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.
HAVRE & HAMBURG, &c.	DELAVIA	Ger. str.	k. w.	Jochims	HAMBURG-AMERICA LINE	On 14th inst.
HAVRE, BREMEN & HAMBURG, &c.	GRABOIA	Ger. str.	k. w.	Hansen	HAMBURG-AMERICA LINE	On 17th inst.
HAVRE & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k. w.	Reber	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	—	J. Kanoo	OSAKA SHOSSEN KAISHA	On 17th inst., at 1 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	R. Shimizu	NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	DEW OF GLAMIS	Brit. str.	—	T. S. S. S.	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	SEATTLE MARU	Jap. str.	—	H. P. P.	OSAKA SHIPPS KAISHA	On 2nd Oct., at 1 p.m.
NAMES, GOSPO, ALGOS, GIBRALTAR, SOUTHAMPTON	LUETZOW	Ger. str.	—	H. P. P.	MELBOURNE & Co.	On 17th inst., at 10 a.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Ger. str.	—	J. McGregor	JARDINE, MATHESON & Co.	On 18th inst., at 4 p.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Ger. str.	—	J. McGregor	JARDINE, MATHESON & Co.	About 1st Oct.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Ger. str.	—	J. McGregor	JARDINE, MATHESON & Co.	About 1st Oct.
GLASGOW, LONDON & ANTWERP	AFRICA	Ger. str.	—	J. McGregor	JARDINE, MATHESON & Co.	About 1st Oct.
BOSTON & NEW YORK VIA SUEZ CANAL	SATSUMA	Brit. str.	—	Whalley	DODWELL & Co., Ltd.	On 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	AFGHAN PRINCE	Am. str.	k. w.	Knitschky	ARNHOLD, KARBURG & Co.	On 19th inst.
VANCOUVER, SEATTLE & TACOMA & PLEASANT	EMPERESS OF INDIA	Brit. str.	2 m.	Knitschky	HAMBURG-AMERICA LINE	On 24th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	C. F. PERD. LARSEN	Am. str.	k. w.	Knitschky	CANADIAN PACIFIC LINE	On 30th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	HONGKONG MARU	Jap. str.	—	S. Togo	PACIFIC MAIL S.S. Co.	To-morrow, at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	KORSA	Am. str.	—	S. Togo	TOYO KAISEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	M. Winkler	GIBB, LIVINGSTON & Co.	On 19th inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	KYUJAN MARU	Brit. str.	1 m.	W. B. Brown	NIPPON YUSEN KAISHA	On 24th inst., at 3 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIYAN	Brit. str.	—	L. Klugkist	BUTTERFIELD & SWIRE	On 4th Oct., at 2 a.m.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	COLOMBIA	Ger. str.	—	L. Klugkist	MELBOURNE & Co.	On 4th Oct., at 2 a.m.
JAPAN	BYTO MARU	Jap. str.	—	Chidley	TOYO KAISEN KAISHA	Quick despatch.
YOKOHAMA, KOBE & MOJI	TUMANOBE	Jap. str.	—	L. Klugkist	JAVA-CHINA-JAPAN LINE	On 20th inst., at 11 a.m.
YOKOHAMA & KOBE VIA SHANGHAI	FUTALA	Brit. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
KOBE & YOKOHAMA	PERUSA	Am. str.	—	L. Klugkist	JARDINE, MATHESON & Co.	About 16th inst.
KOBE & YOKOHAMA	COLOMBIA	Ger. str.	—	L. Klugkist	DAVID SASSON & Co., Ltd.	On 23rd inst.
KOBE & YOKOHAMA	JEJUNGA	Brit. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	On 25th inst., at 11 a.m.
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	On 24th inst., at 11 a.m.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	L. Klugkist	OSAKA SHOSSEN KAISHA	On 20th inst., p.m.
KOBE & YOKOHAMA	INDO MARU	Jap. str.	—	L. Klugkist	BUTTERFIELD & SWIRE	On 17th inst., at 11 a.m.
WELHAIWEI, CHEFOO & TIENTSIN	KUICHOW	Brit. str.	1 m.	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
TIENTSIN VIA SWATOW, WELHAIWEI & CHEFOO	YENPO	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YENPO	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI	KWONGSANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	GNIEHNAU	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI	ANGUI	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	ALBENGA	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SERIA	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PERUSA	Am. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI	KORSA	Am. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	JAPAN	Swed. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SHANGHAI	TRIBODAS	Dut. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
ANPING & TAKAO VIA SWATOW & AMOY	SHOBU MARU	Jap. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
TAMU VIA SWATOW & AMOY	DALIN MARU	Jap. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SWATOW, NINGPO & SHANGHAI	KWELIN	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SWATOW	HAIMUN	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
AMOI & FOOCHOW	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
MANILA	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
MANILA, MANGARIN, CEBU & ILOILO	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
MANILA, CEBU & ILOILO	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
MANILA	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
MANILA, MANGARIN, CEBU & ILOILO	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
BATAVIA, CHEERIBON, SAMARANG, &c.	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
BOMBAY VIA SINGAPORE & COLOMBO	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
BOMBAY VIA SINGAPORE & COLOMBO	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SINGAPORE & SAMARANG	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SINGAPORE, PENANG, & CALCUTTA	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SINGAPORE, PENANG, & CALCUTTA	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
SANDAKAN	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
JESSULTON, KUDAT & SANDAKAN	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	HAIRANG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 11 a.m.

CANADIAN PACIFIC  
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only Red dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					FROM L'POOL					FROM VANCOUVER				
Steamers	Hour	Shai	Naga-	Kobe	Yoko-	Vancouver	Quebec	Liver-	pool	Liver-	pool	Quebec	Steamers	Vancouver	Yoko-	Kobe	Naga-	Shai	Hong-
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive		Leave	Arrive	Leave	Leave	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	15 Aug.	22 Aug.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.		
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	29 Aug.	5 Sept.	EMPERESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept.	29 Sept.		
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	12 Sept.	19 Sept.	EMPERESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.	13 Oct.	16 Oct.		
EMPERESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	27 Nov.	4 Dec.	—	—	MONTEAGLE	1 Oct.	17 Oct.	20 Oct.	22 Oct.	25 Oct.	28 Oct.		
EMPERESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.	26 Sept.	3 Oct.	EMPERESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	22 Oct.	24 Oct.	27 Oct.		
EMPERESS OF ASIA	5 Dec.	7 Dec.	9 Dec.	11 Dec.	13 Dec.	20 Dec.	25 Dec.	1 Jan.	10 Oct.	17 Oct.	EMPERESS OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.	10 Nov.	13 Nov.		

## PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada &c. additional.
EMPERESS OF RUSSIA	£71.10	£71.10	—
EMPERESS OF ASIA	£65	£65	—
EMPERESS OF INDIA	£43	£43	—
EMPERESS OF JAPAN	£43	£43	—
MONTEAGLE	£43	£43	—

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.  
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.  
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE “EMPERESS OF RUSSIA” AND “EMPERESS OF ASIA” registered tonnage 16,850, displacement 34,000 tons, are now quadruple screw turbine steamers, the fastest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. “EMPERESS OF BRITAIN” and “EMPERESS OF IRELAND.”

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—  
D. W. CRADDOCK,  
GENERAL TRAFFIC AGENT, Corner Polder Street and Praya

## SHIPPING

## ARRIVALS.



**PACIFIC MAILS S.S. CO.**

THE AMERICAN LINE TO SAN FRANCISCO.

<b>MONGOLIA</b> 27,000 tons, twin screws.	<b>COMFORT.</b>	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONO- LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
<b>MANCHURIA</b> 27,000 tons, twin screws.		
<b>KOREA</b> 13,000 tons, twin screws.	<b>SAFETY.</b>	
<b>SIBERIA</b> 13,000 tons, twin screws.		
<b>NILE</b> 11,000 tons.	<b>SPEED.</b>	
<b>CHINA</b> 10,200 tons.		
<b>PERSIA</b> 9,000 tons.		

**SOME FEATURES OF SERVICE.**

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS,  
WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE  
KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V.  
MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

**THE COST:**—By this route to London with its unrivalled opportunities is  
£71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu  
the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are  
provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL  
RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
PERSIA	9,000	SATURDAY, 13th Sept., at Noon
KOREA	13,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	13,000	SATURDAY, 4th Oct., at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	TUESDAY, 28th Oct., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 P.M.
PERSIA	9,000	TUESDAY, 25th Nov., at Noon

Passengers holding through Tickets have the privilege of travelling by Train between  
Kobe and Yokohama Free of Charge.

**HONGKONG-MANILA SERVICE.**

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
13th Sept. PERSIA	15th Sept.	24th Sept.	KOREA	12th Sept.
14th Oct. CHINA	16th Oct.	25th Sept.	SIBERIA	26th Sept.
28th Oct. NILE	30th Oct.	9th Oct.	CHINA	4th Oct.
30th Nov. PERSIA	27th Nov.	18th Oct.	MANCHURIA	11th Oct.
30th Dec. CHINA	1st Jan.	18th Oct.	NILE	20th Oct.

**LET US PLAN AN ITINERARY FOR YOU.**

King's Building (opposite Blake Pier). **R. C. MORTON, AGENT.**  
Panama-Pacific International Exposition—San Francisco—1915.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
VIA SHANGHAI.

For STEAMER To SAIL

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY  
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE  
Through Tickets.

Railway from MANZILLA to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours  
arrival in Marseilles.

For further particulars apply to  
**S. O. DE BUSSIERRE, Acting Agent,**  
QUEEN'S BUILDING.

**SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.**

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	On 13th Sept.
	"PEKING"	6,500	On 28th Sept.
	"JAPAN"	9,000	About 2nd Oct.

For Freight and Further Particulars, apply to  
**ARTHUR NILSSON & Co.,**  
YORK BUILDINGS, TOP FLOOR.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

From HONGKONG: 27th Sept. Connecting with "KATANGA"  
From COLOMBO: 12th Oct.

**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

**BRITISH INDIA S. N. CO., LTD.****APCAR LINE.**

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

**EASTWARD.**

S.S. "JELUNGA," 5,205 tons, Captain J. R. O. Sullivan, will be despatched  
for KOBE and MOJI on 23rd September.  
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched  
to SHANGHAI, KOBE and MOJI on 27th September.

**WESTWARD.**

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched  
for SINGAPORE, PENANG and CALCUTTA on 16th September, at 3 P.M.  
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramo, will be despatched  
as above on 22nd September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted  
with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage, apply to  
**DAVID SASSOON & CO., LTD.,**  
HONGKONG, 12th September, 1913.

**HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 12 SEPT., 1913.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.  
10 p.m. KINSHAN. 5 p.m. KINSHAN.

SATURDAY, 13 SEPT., 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.  
10 p.m. HONAM. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.  
Day Steamers Call No. 776, Night Steamers Call No. 775.

**HONGKONG-MACAO LINE.**

S.S. SUI AN, Tons 1,651. S.S. SUI AN, Tons 1,651.

**HONGKONG TO MACAO.**

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

**MACAO TO HONGKONG.**

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 14 SEPTEMBER, 1913.

The Company's Steamship

**"SUI AN"**

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**

S.S. SAINAM, 568 tons, and S.S. NANNING, 568 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin  
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier.

**SAN FRANCISCO SCENIC ROUTE**

TRANS-PACIFIC

**TOYO KISEN KAISHA**

TRANS-CONTINENTAL

**WESTERN PACIFIC****DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)

S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,  
PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the furthest advance in the Science of Shipbuilding, being  
equipped with every modern device for the safety, convenience, comfort and entertainment  
of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in  
every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam  
Lathery, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture  
Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

**WESTERN PACIFIC-DENVER AND RIO GRANDE.**

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the  
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City  
and Denver without change. Through Tourist Sleepers. Through Tourist Sleepers.  
Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New  
Lands, Cities and Scenes—Hundreds of Miles through the Gorge of the Sierras—  
Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections  
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

**C. LACY GOODRICH,**

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "AFRICA," 8,240 tons, will leave as above on 15th Sept., at 4 P.M.  
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor  
Stewardsess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA  
STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

The Steamers of large tonnage are fitted with comfortable class accommodation for Saloon  
Passengers. No Surplus. Doctor, Stewardsess, Wireless Telegraphy.

RAILWAY FARES: 1st Class—London.

Via Venice, Milan, Simplon, Lusanne, Paris, Calais or Boulogne, Class I £8.15, II £4.15.

Via Venice, Milan, St. Gothard, Lucerne, Fribourg, Bern, Basel, Class I £8.15, II £4.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.15, II £4.15.

Via Munich, Cologne, Hook or Flushing, Class I £7.15, II £3.15.

TO SHANGHAI

S.S. "KORBER," 9,900 tons, will leave as above on 1st October, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "PERSIA," 12,500 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

**SANDER, WIELER & Co., Agents,**  
Hongkong, 8th September, 1913.

**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA-	IYO MARU	12,500	WED'DAY, 24th Sept., at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU	16,000	WED'DAY, 24th Oct., at D'light.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SADO MARU	12,500	TUESDAY, 23rd Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YOKOHAMA MARU	12,500	TUESDAY, 7th Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KUMANO MARU	9,300	WED'DAY, 24th Sept., at Noon.
BOMBAY via SINGAPORE, COLOMBO	INABA MARU	12,500	WED'DAY, 22nd Oct., at Noon.
KOBE and YOKOHAMA	CEYLON MARU	12,000	SATURDAY, 30th September.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU	12,500	MONDAY, 15th September.
	KAMO MARU	16,000	THURSDAY 25th Sept., at 11 A.M.
	TOSA MARU	12,000	MONDAY, 15th September.
	INABA MARU	12,500	WED'DAY, 24th Sept., at 11 A.M.
	PENANG MARU	12,500	WED'DAY, 24th September.

**REDUCED SUMMER RATES**

BETWEEN

**HONGKONG AND JAPAN PORTS.**

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months  
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—  
**T. KUSUMOTO, MANAGER.**

TELEPHONE Nos. 292 and 1241

(11-12-1)

**PENINSULAR & ORIENTAL STEAM NAVIGATION CO.**

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO ROTTERDAM AND NEW YORK.

Connecting Steamer to	Steamers to	Leave	Leave	Connecting Steamer from	Due at	Due at
YOKOHAMA	COLOMBO.	SHANGHAI.	HONGKONG.	COLOMBO to Marseilles and London	MARSEILLES	PLYMOUTH (London 1 day later)
p.m.		10 p.m.	1 p.m.			
Thurs.		Tues.	Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MORBA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALJOA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to  
the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.

**FARES:**

The Fares to London and Marseilles are as follows—

	Accommodation	Single	Return
1st Saloon "A"	£65.	£29.	£57.
"B"	"	"	"
2nd Saloon "A"	"	"	"
"B"	"	"	"

MARSEILLES

1st Saloon "A" Accommodation Single £61. Return £29.

"B" " " " £55. " £23.

2nd Saloon "A" " " " £42. " £23.

"B" " " " £38. " £21.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

**LONDON**

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NEILLES	Due at LONDON
-----------	--------------	----------------	--------------	--------------	------------------	---------------

BOERNE ... Jan. 6 ... Jan. 21 ... Jan. 27 ... Feb. 23 ... Mar. 4

NANKIN ... Jan. 20 ... Jan. 31 ... Feb. 10 ... Mar. 27 ... Mar. 13

NYANZA ... Feb. 3 ... Feb. 14 ... Feb. 24 ... Mar. 23 ... Apr. 1

NORSE ... Feb. 17 ... Feb. 28 ... Mar. 4 ... Mar. 24 ... Apr. 15

NILE ... Mar. 3 ... Mar. 14 ... Mar. 18 ... Mar. 24 ... Apr. 30

MALTA ... Mar. 17 ... Mar. 28 ... Apr. 1 ... Apr. 7 ... May 14

SUMATRA ... Mar. 31 ... Apr. 11 ... Apr. 15 ... Apr. 21 ... May 23

NUBIA



**PENINSULAR & ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 13th Sept.	See Special of Call
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NYANZA	About 13th Sept.	Freight and Passage
SHANGHAI, MOJI, KOBE, SYRIA, AND YOKOHAMA	SYRIA	About 22nd Sept.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th September, 1913

**CHINA NAVIGATION CO., LD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, NINGPO & SHANGHAI	"KWEILIN"	On 12th Sept. Noon.
MOIHOW, PAKHOI & HAIPHONG	"KAIPOH"	On 13th Sept. 9 A.M.
SHANGHAI	"YINGGOW"	On 13th Sept. M'night.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHO"	On 14th Sept. M'night.
MANILA, CEBU and ILOILO	"TEAN"	On 16th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 18th Sept. 4 P.M.
SHANGHAI	"CHENAN"	On 20th Sept. M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc., on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINTAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Kangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

**REDUCED FARES:—SINGLE \$45.....RETURN \$75.**

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
Hongkong, 12th September, 1913. TELEPHONE 36. AGENTS.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th September	On 19th Sept. 11 A.M.
EASTERN	11th October	On 10th Oct. 11 A.M.
ALDENHAM	1st November	On 31st Oct. 11 A.M.
EMPIRE		On 21st Nov. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.**HAMBURG - AMERIKA LINIE.**IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. ALBENGA	20th Sept.
S.S. SUEDEMARK	20th Sept.
S.S. ARABIA	6th Oct.
S.S. SEGOVIA	20th Oct.
S.S. ALTMARK	5th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th September, 1913.

**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	SATURDAY, 13th Sept., at 3 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 19th Sept., at 11 A.M.

\* This Steamer will not call at Swatow.

FOR SWATOW AND RETURN.  
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	FRIDAY, 12th Sept., at 2 P.M.
		TUESDAY, 16th Sept., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS, LIPPAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 12th September, 1913.

**TOYO KISEN KAISHA.**IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU AND  
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.  
NIPPON MARU & HONGKONG MARU.INTERMEDIATE STEAMERS  
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 27th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WED'DAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

The S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"PANAMA MARU"	J. Kano	WED'DAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Mori	
"TACOMA MARU"	T. Hamada	

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.

‡ Calling at KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,  
PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiyama	THURSDAY, 2nd Oct., 4 P.M.
"LUZON MARU"	A. Yamamoto	

FOR MOJI, KOBE AND YOKOHAMA.

"INDO MARU"	K. Komiyama	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	A. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

"KAIO MARU"	Y. Yamamoto	SATURDAY, 13th Sept., at 2 P.M.
-------------	-------------	---------------------------------

FOR TAMSUI VIA SWATOW AND AMOY.

"DALIN MARU"		FRIDAY, 12th Sept., at Noon.
--------------	--	------------------------------

"ANPING AND TAKAO VIA SWATOW AND AMOY."		Leaving
"SHOSHU MARU"	T. Fuchigami	WED'DAY, 17th Sept., at 10 A.M.

"SHOSHU MARU"	T. Fuchigami	FRIDAY, 12th Sept.
---------------	--------------	--------------------

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

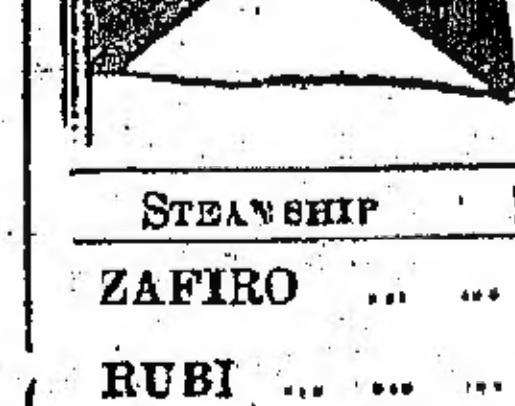
For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor No. 1 Queen's Building.

741



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. Mc Murray	Manila, Mangarin, Cebu and Iloilo	On 13th Sept., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 24th Sept., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co. General Managers.  
HONGKONG 6th September, 1913. PHILIPPINES S.S. Co. 126

**THE TAIKOO DOCKYARD**

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,  
Boilers, Railway Rolling Stock, Bridges, and all Classes  
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"  
Pumps Empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAUGHT CABLES, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD &amp; SWIRE

HONGKONG, CHINA AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."

649

**JAVA-CHINA JAPAN LIJN**

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	—	—	JAVA	First half of September.
TJIKINI	JAPAN	Second half of September.	JAVA	Second half of September.
TJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJIMAH	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.
TJILATJAP	JAPAN	First half of October.	JAVA	First half of October.
TJIPANAS	JAVA	First half of October.	SHANGHAI	First half of October.
TJILIWONG	JAPAN	First half of October.	JAVA	First half of October.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 10th September, 1913.

Telephone No. 375.

16

**THE AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"	17th September.	24th September.
"CHANGSHA"	27th October.	31st October.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD &amp; SWIRE

Hongkong, 12th September, 1913. TELEPHONE No. 36. AGENTS. 1070

**NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"LUETZOW"	17,300	Wed'day, 17th Sept., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE, and YOKOHAMA	"GNEISENAU"	10,000	About Wed'day, 17th Sept.
MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 4th Oct., at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ"	6,750	About Tuesday, 16th Sept.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	About End of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOERS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 11th September, 1913.

14



